The New-York Times.

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THE ATLANTIC TELEGRAPH EXPEDITION.

Full Particulars of the Second Failure.

Special Correspondence of The New-York Times.

UNITED STATES STEAMSHIP NIAGARA, }
Off Cape Clear, Sunday, July 4, 1858. }

The moment has arrived for me to write you a few lines in view of returning from the second unsuccessful attempt to lay the Atlantic Telegraph cable, and we expect shortly to enter the harbor of Queenstown, where it is understood the whole squadron will meet. The immediate object in going to Cork is to await further orders, and to take in coal and stores. It is expected that our stay at that port will not exceed eight days, but there are many reasons for believing, otherwise; some of which are the probable necessity for the general manager of the Company, Mr. FIELD, who is now on board, to go to London; the probability of a meeting of Directors being called; and, above all, that the Agamemnon requires such extensive repairs, for that ship received considerable damage during this voyage, and at times her situation was extremely perilous, if not dangerous.

As a continued account of the Expedition, up to this date, may interest your readers, I shall give it, commencing the journal of events at the point (June 26) where I was obliged to break off, in order to send my last letter by the ship *Alice Munroe*, which spoke us at sea.

Saturday, June 26.—Heavy gales and a high sea, the ship rolling very short sail; the *Agamemnon* one and sailed under closed reefed fore and main-topsails and storm fore-staysail; considerable sea. Noon, no observation; lat. by account, 52°2', lon. by account, 23° 18'. At noon squared away to run north to make up lost northing, and also to search after the absent squadron; wind S. S. W.; clear. At 7 P. M. blowing strong; close-reefed the topsails, furled foresail and mizzen-topsail, were ship and stood S. W.

Friday, June 25.—Strong gales, but clear, some sea—noon, lat. 52° 3', lon. 23° 16' W.; at 1 P. M. saw 3 sail ahead. Soon discovered they were the Telegraph Squadron. Furled all sail and stood for them. The weather became beautiful. All the squadron have boats down, visiting each other's ships. The Captain of the *Agamemnon* informs us experienced same gale we did—suffered heavy damages—*the entire coil of telegraph cable had shifted; his ship was in a very critical situation, and he must recoil a portion of the cable before it would be ready for splicing*, and could not be ready before 24 hours. Day ends very fine in every respect.

Saturday, June 26.—Calm, beautiful weather, squadron close together; at 8 A. M. a telegraphic message from *Agamemnon* says: "*Will be ready to splice at 9 o'clock.*" Preparations are immediately made; hawsers sent on board of her, as also the end of the telegraph cable. *Everything auspicious and favorable*—lat. 52° 3', lon. 23° 16' W. We are 15 days out at noon. At 1 o'clock we *commence paying out cable*. At 3 o'clock we had 200 fathoms out; it is calm; *the hawser is cast off from the Agamemnon, and the Niagara* commences to pay out in earnest, as does the *Agamemnon*. At 3:45 just three miles of cable had been paid out, the pressure 3,300 pounds, when, at that instant, as the cable *was coming out of the circle, the cable got out of one of the grooves of the wheel and was another groove, and, before it could be liberated, it parted by being cut by a fair-keeper attached to the wheel.* Thus the three miles from our ship was lost, and probably the same amount from the *Agamemnon*, as we thought she did not make any attempt to save it. The ships then again neared each other; spliced again at 5 P. M.; took in hawsers and commenced paying out under the most favorable prospects; sea smooth as a mill-pond, and weather calm. The night is beautiful. The *Gorgon* heads the *Niagara*—the *Valorous* heads the *Agamemnon*. We follow the N. W. by N.—the *Agamemnon* a S.E. ¼ S. course; *our rate of speed three miles per hour*. At 8 P. M., 13 miles and 270 fathoms have run out most beautifully, the pressure being very uniform at 2,400 lbs. The same continues till midnight, when this day ends.

Sunday, June 27.—The sea continues smooth; wind light, from the westward; course and rate of sailing, the same. At 1 A. M. *the electricians report the continuity has ceased.* Every person who hears this report is struck with consternation, for everything seemed progressing so very fine and satisfactory; the dynamometer indicating 2,600 pounds; the retometer, 35 miles, 270 fathoms, as being out. Although this discovery is reported at 1 o'clock A. M., the cable is continued to be paid out slowly, and the ship's speed is reduced, until 5½ A. M. The cable then out is 42 miles, 200 *fathoms. The dynamometer rises from* 2,600 to 3,000 and 3,400 pounds; ship's progress is *slowed down to one mile per hour.* The engine is set in motion to haul in cable, and that task is commenced at 6½ o'clock. The cable comes in slowly, the pressure increases to 4,800 pounds, at which point *the cable snaps, and all except about three-fourths of a mile hanging out to sea.* What little we succeed in hauling in is very much snarled and badly kinked. The very long-jawed wire is *nearly separated from the inside covering of gutta percha, and is totally unfit for any service.* The ship is now put head about towards the point of starting, in order to reconnect the cable *the third time* with the *Agamemnon. The opinion* generally on board our ship, founded on some trials and subsequent principles, that the cause of failure of continuity must have occurred close *to or on board of the Agamemnon. All confidence* is given that actual trial proves the break did not occur on our side of the splice, but that it was between the splice and the *Agamemnon*. We were at this time 54 miles apart, and the splice was supposed to be mid-way. At 10½ A. M.—it is calculated we are on the precise spot from whence we started to lay the cable. The *Agamemnon* is not here, but the *Gorgon* is. At 11 A. M., lowered a boat, and boarded the ship *Alice Munroe*, 14 days from Liverpool, bound for Boston. Noon, light N.W. wind and a smooth sea—lat. 51° 37' north, lon. 23° 40' west. Afternoon, calm, sea smooth, banked up fires. From midnight till noon fine weather.

Monday, June 28.—At 1 P. M., discovered three sail; soon made them out to be the Telegraph squadron. At 4½ P. M., all three sent boats to the *Niagara*. At 6 P. M., sent hawser and cable to *Agamemnon*; paid out 210 fathoms cable; indicator standing at 800-100, and previous to paying out any, it was 800-100; wind quite light, at W.N.W.; all sail in furled on board both ships—the *Valorous* in position ahead of the *Agamemnon*, and the *Gorgon* ahead of the *Niagara*; the *Valorous* and *Agamemnon* heading S.E. ¼ S.—the *Gorgon* and *Niagara* N.W. ¼ N.; our supposed depth of water 1,670 fathoms, at 6:13 P. M.; we start for our respective destinations at 6:2 P. M., precisely; there is just three nautical miles of cable paid out; at this time and quantity out the dynamometer first shows an indication of pressure of 2,100 pounds; up to midnight the speed of ship is 3¾ of a mile per hour—(by log hove every 15 minutes)—while the cable speed is 5¼ miles per hour; the pressure is very regular and uniform at 2,200 pounds; ends beautiful—the *Gorgon* close to us.

Tuesday, June 29.—Commences beautiful weather; sea perfectly smooth, wind light, at W. S. W.; course, N. W. ¼ N.; specs, 4 miles per hour, cable going out finely. At 4 A. M. *the Niagara* has paid out 48 nautical miles; at 8 A. M., 66 nautical miles and 200 fathoms. The actual distance run from point of starting is 46 miles; pressure, 2,200½ pounds; from 6 o'clock to noon rate of sailing is 4 knots. At noon, the amount of cable out is 69 miles, 200 fathoms; pressure, 2,200 pounds; fine weather, sea smooth; barometer, 29.85; air, 59°; water, 58°; lat. 54° 4'; lon. 25° 2'. The latter part of this 24 hours is pleasant, wind at W. S. W.—speed of ship 6 knots. At 4 o'clock one hundred and eleven miles and 600 fathoms (nautical miles) have been paid out. The *Niagara* has scarcely any motion, and cable runs out beautifully. At 9 hours and 10 minutes the electricians from their stand give the final word, "*The continuity has stopped.*" 240 miles 670 fathoms of cable out up to this hour. From this time till 27 minutes after 12 midnight, the speed of the vessel was as slow as possible, and the cable paid out as little as it could be. It had previously been understood, in the event of the failure of the continuity, six hours should elapse before paying out should cease, or cable suffered to part. Meanwhile rockets were sent up, which the *Gorgon* answered, and she sent a boat to us. So ends this day. N. B.—The actual distance run since leaving the *Agamemnon* is 107 miles, up to midnight.

Wednesday, June 30.—The *Niagara is riding wholly by the telegraph cable*; speed of ship stopped; no motion to engine, and no paying out of cable; pressure is applied in order to have cable part, for it is now useless, but all to no purpose; 4,900 pounds are applied, and the weight of several persons upon the breaks; at 12:31 A.M. *the cable parts out from the stern; an attempt is made to haul it in, but in vain*; the axe had to be applied *and 144 miles, 800 fathoms cable, is lost on this trial.* Thus ended trial No. 3. The Captain of the *Gorgon* now returns to his vessel, while Captain HUDSON issues his orders to up helm and put on steam, and our ship is under full headway, bound for Cork harbor, Ireland, and at 8 A. M. set top-sails. Afternoon, stiff breezes; driving more ahead; furled all sail. From this time till midnight heavy rain. Rate of sailing 8½ knots per hour.

Thursday, July 1.—Commences thick, rainy weather at 4 A. M.; set double-reef topsails and foresail; speed 9¾ miles per hour; course E. by S. one-half S.; wind S. W. by W.; lat. 52° 20'; long. 20° 40'. Afternoon, overcast and squally; considerable rain at times; midnight rainy.

Friday, July 2.—Misty, rainy weather; moderate winds from W. N. W.; course E. by S.; sailed by log 258 miles; lat. 51° 55', lon. 23° 2'.

Saturday, July 3.—Fine, steady breezes; sea smooth; all sail set and full steam; speed 10 knots; sailed from noon to noon 230 miles; course E. by S., half S.; lat. 51° 15' N., lon. 17° 27 W.; 23 days from Plymouth; ends the same.

Sunday, July 4.—Fine breezes from W. N. W. throughout the day; lat. 51° 17' N.; lon. 11° 54' W.; at 6 P. M. made Cape Clear Light, distant 10 miles.

Monday, July 5.—Stiff breezes; ship lying by for pilot; at 2 A. M. took pilot on board; at 5 A. M. came to an anchor abreast of Queenstown, Cork Harbor.

From all I can learn, and my own observation, I am pretty well satisfied that we shall not leave Cork very soon. Many obstacles will present themselves, and should we leave, as now contemplated, for another trial, experience teaches me that it will result in a failure. The confidence, however, of some few, of whom Mr. FIELD is one, remains as yet unshaken.

There was one remarkable circumstance attending the laying of the cable. Every time we were prepared to splice the cable, the weather was exceedingly fine for the purpose, and the sea smooth and so continued until the accident happened while previously, and afterwards, it was rough and stormy. Such was the case in every instance until the ships met again. In fact the only favorable weather we had was while engaged with the cable. The *Niagara* lost in three trials 192 miles of cable, yet we return with 1,260 miles of cable on board.

In laying the cable every possible care and attention was given to the object, and every preventive was used to guard against accident or misfortune. Even the Captain and First Lieutenant stood watch during the process of laying, day and night. The officer of the deck gave his constant attention to the log and coarses, and the log was heaved every 15 minutes. In the cable-circle was stationed 20 men. Ten men were at the paying-out machine, while another gang was stationed on platform leading from circle to machine. The *Engineer of the Company was constantly at his post*, or was relieved by the Chief Engineer of the *Niagara*. There were also two other engineers detailed to assist. Then there was a master's mate stationed at the brake; also two gentlemen connected with the Company, and the general business manager, all standing watch and regularly relieved; while one-half of the electricians were constantly on duty, in which department alone there are 8 persons. The whole number of persons on board in pay of the Company is 22.

The scene at night was beautiful. Scarcely a word was spoken; silence was commanded, and no conversation allowed. Nothing was heard but the peculiar rattling of the machine as the cable was running out. This music was singular, without variation; while the lights about deck and in the quarter-deck circle—it was the first we paid out—gave brilliancy to the scene. Some forty or fifty lanterns illuminated the decks. Each time that it was announced the continuity had stopped, it seemed to paralyze all who heard the sad news.

The mode adopted by the ships in splicing was this: The *Niagara* and *Agamemnon* made fast to each other—stern to stern—by a hawser. They kept 200 fathoms apart until two miles of cable had been paid out, (sufficient to reach bottom,) then cast off and pursued separate courses at a rate generally of *two miles per hour*, while the ships' progress would vary from 3½ to 4½ miles per hour. You will easily imagine the sea must each time have been smooth to form a connection. The highest pressure at any time was 4,500 pounds, the lowest 1,900. Satisfactory experiments prove in two instances that the continuity or break of cable occurred nigh to the *Agamemnon*, and certainly beyond the *splice from our ship*. Yours.

The Cleveland Railroad Convention.

The Cincinnati *Commercial* has the following special dispatch from Cleveland, dated July 21 9½ P. M.:

"A Convention of the leading officials of Eastern and Western Railroad Companies met at Cleveland *to-day, to take action upon the difficulties in railway* transit, resulting from the recent reduction of passenger fares on the New-York and Erie Road. Seventeen Western roads were invited to participate, and, although the notice was brief, ten were represented. *The New-York Central* was very strongly represented. Warm and exciting discussions took place.

The Little Miami, Columbus and Xenia, and Columbus and Cleveland lines at first refused to excommunicate the Erie Road as to freights. They, however, finally yielded, and a resolution was adopted by the Convention reducing passenger and freight fares from all points, by all routes to and from New-York, $1 per ton, and $1 per passenger, below whatever price the Erie Road may charge. But on final ratification the Little Miami and the Columbus and Cleveland Roads flinched, and the latter moved evasive resolutions.

These were denounced by President CASE, of the Pittsburg, Fort Wayne and Chicago Road, and Mr. JEWETT, President of the Steubenville, Pittsburg and Cincinnati Road, who moved an adjournment. A stormy scene ensued, during which Judge JEWETT warned the Convention that the Pennsylvania and Baltimore Roads had suffered six weeks in silence, but within forty-eight hours would reduce rates to nominal prices. After a severe struggle, Mr. HUSSEY, of the C. C. Road, and Mr. DURAND, of the L. M. R. R., agreed to a conference, which resulted in the adoption of a resolution for immediate reduction on all routes.

Subsequently, the above action was changed so as to keep through passenger rates by all routes the same as those on the Erie road, the reduction to be pro-rated among the various roads according to the existing proportions. This new tariff of rates is to take effect on Monday next, (26th inst.) Reduction on freights to be as above stated.

Mr. CASE, of the P., Ft. W. and Chicago, and Mr. CORBIN, of the New-York Central Roads, indicated during the debate, to the Little Miami and C. & C. Roads, their readiness to cut the latter roads off in favor of the Dayton route.

Under the new tariff the fare from Cincinnati to New-York will be $17; to other points in proportion. Freights will be reduced $1 per ton.

LATEST BY TELEGRAPH.

From Washington.

DISPATCHES RECEIVED BY THE WAR DEPARTMENT FROM UTAH—COLONEL STEPTOE'S DEFEAT—THE TREASURY.

WASHINGTON, Friday, July 23.

Dispatches from Utah to the 25th of June, received at the War Department to-day, state that orders have been issued that no one should leave the ranks of the Army in passing through Salt Lake City, except from absolute necessity, and the greatest care was to be taken that the herds did not trespass upon the fields of the citizens.

Among the documents received is Governor CUMMINS pardon and peace proclamation to the inhabitants of Utah.

An officer of the Army, writing from Washington Territory relative to Colonel STEPTOE'S defeat, says the route eastward and northward of Colville is now virtually blockaded; that no one can cross Snake River, and that it will require a force ten times as large as is now there, before peace can be restored.

The Treasurer's weekly statement shows the amount on deposit to be $7,348,000, of which $4,000,000 is subject to draft. The receipts for the week were $1,089,000.

Movements of Troops on the Plains.

ST. LOUIS, Friday, July 23.

Leavenworth dispatches of the 20th per U. S. Express to Booneville, say: "The Express, which left Fort Leavenworth on the 2d inst., with orders for General HARNEY to halt and await instructions from Washington, has returned. General HARNEY was overtaken fifteen miles east of the crossing of the South Fork of the Platte, on the 8th inst. The General intended going to Ash Hollow to meet the principal Chiefs, and a considerable body of the Cheyennes, who, being aware of the presence of General HARNEY in their country, were desirous of holding Council with him for the purpose of renewing their assurances of friendship towards the whites.

Capt. STANTON, who was dispatched with orders countermanding the advance of a portion of the reinforcements, was met at Fort Kearney on the 11th, and probably came up with General HARNEY'S headquarters by the 16th. The troops and trains were all getting along well, although the latter were somewhat delayed by high water.

Col. MAY'S column was met on the 9th near O'Fallon's Bluff, and Col. MORRISON'S above Plum Creek on the 10th. Col. SUMNER was in camp, near Fort Kearney, on the 11th, Majors EMORY and WAITHMAN'S columns were near the Little Blue on the 13th.

Several of the parties burned out by the late fire at Leavenworth have commenced rebuilding, and vigorous measures were being taken to organize a fire department. Some of the apparatus arrived this morning.

This has been the hottest day of the season here; the mercury rising to 90° in the shade at 8 o'clock this morning, and to 100° at noon.

Later from Santa Fe.

ST. LOUIS, Friday, July 23.

A dispatch from Independence, dated the 19th inst., per United States Express to Booneville, says the Santa Fé mail has arrived, with dates to the 1st inst. All the water-courses on the route were very high.

Great preparations were making at Santa Fé to celebrate the Fourth of July.

The Surveying Party on the Canadian River report the country splendid, with an abundance of water and grass, and every way suitable for a railroad.

The mail party had suffered no molestation from the Indians.

Some of the trains which left here in the Spring had arrived at Santa Fé. Those on the Plains were getting along finely. The grass was never better.

News From Kansas.

ST. LOUIS, Friday, July 23.

The Kansas *Herald* says that General CALHOUN has issued certificates of election to all those elected under the Lecompton Constitution. The Free-State members from Leavenworth County receive certificates, which gives that party a majority in both branches of the Legislature. The returns for State officers will be made to the Legislature, in whose hands the whole subject rests. The *Herald* exhorts the people to vote for ordinance and settle the question without further strife and agitation.

The New-York Steam Ordinance and the New-Haven Railroad.

COOPERSTOWN, Friday, July 23.

The motion to stop by injunction the inforcing of the New-York steam ordinance, made by the New-Haven Railroad in the United States Circuit Court, is now under elaborate argument before Justice NELSON. The City authorities and the property holders are represented by Messrs. D. DUDLEY FIELD, Ex-Judge DEAN and A. OAKEY HALL. The Railroad counsel are Messrs. NOYES & O'CONNOR.

The Death of Gen. Quitman.

NEW-ORLEANS, Thursday, July 22.

Minute guns were fired here to-day from sunrise to sundown as a mark of respect to the late Gen. QUITMAN.

The Weather at Newfoundland.

ST. JOHNS, N. F., Friday, July 23.

The weather is cloudy and quite cool. Wind northeast.

Markets by Telegraph.

BUFFALO, Friday, July 23—6 P. M.

FLOUR—Moderate business, at unchanged quotations; sales 1,000 bbls., at $3 for Sour; $3 75 for Superfine; $4@$4 37½ for good to choice Extras, and $4 50@$4 75 for double Extras. WHEAT quiet; sales 12,000 bushels warm Milwaukee Club, at 75c.; 12,000 bushels warm Racine Club, at 72c.; 1,000 bushels Red Ohio, at 63c. CORN firm; demand fair; sales 4,200 bushels, at 51c.@52c. for hot, and 50c.@52c. for sound. OATS dull, and nominally 37½c. for sound, and 33c.@36c. for unsound. RYE better, with a good demand; sales 15,000 bushels, at 59c.@60c. FREIGHTS firmer, and boats scarce. *Receipts to-day*—7,625 bbls. Flour; 15,500 bushels Wheat; 47,500 bushels Corn; 4,575 bushels Rye. *Canal shipments*—3,442 bbls. Flour; 30,000 bushels Wheat; 62,552 bushels Corn; 10,560 bushels Oats.

OSWEGO, Friday, July 23—6 P. M.

FLOUR steady. WHEAT firm; sales 28,000 bushels at $1 05 for White Canadian afloat; 98c. for Red Ohio; 75c.@76c. Warm to Chicago Spring. CORN unchanged; sales 1,700 bushels Hot Illinois at 55c. OATS quiet. Canal FREIGHTS unchanged—Flour, 27c.; Wheat, 6c. to New-York. *Lake Imports*—1,000 bbls. Flour; 15,000 bushels Wheat. *Canal Exports*—1,000 bbls. Flour; 7,000 bushels Wheat; 4,000 bushels Corn.

ALBANY, Friday, July 23—6 P. M.

Boats are only commencing to arrive from the Schenectady break to-night. No sales worth reporting on market.

NEW-ORLEANS, Thursday, July 22.

COTTON—Sales to-day, 1,000 bales, at unchanged prices. MOLASSES, 30c. for prime. FLOUR advanced 12½c.; *Superfine*, $4 25 ₱ bbl.

CINCINNATI, Friday, July 23.

FLOUR firm. WHISKY steady, at 22c. MESS PORK, $16, and in good demand. BACON dull.

CHICAGO, Friday, July 22.

FLOUR quiet. WHEAT firm and advanced 4c. CORN active at 50¾c. OATS buoyant and advanced 2c. *Shipments to Buffalo*—900 bbls. flour; 34,000 bushels Wheat; 37,000 bushels Corn. *Receipts*—900 bbls. Flour; 19,500 bushels Wheat; 60,000 bushels Corn.

PHILADELPHIA, Friday, July 23.

FLOUR firm; demand limited. WHEAT steady; White, $1 15@$1 25; Red, $1 05@$1 10. CORN active, and 2c. better. PROVISIONS active. WHISKY scarce at 25c.@26c.

BALTIMORE, Friday, July 23.

FLOUR firmer, but rates unchanged. WHEAT and CORN firm, but no change in prices. WHISKY firm at 25½c.@26½c. PROVISIONS firm. MESS PORK, $17. BULK MEATS, 6c.@6½c. BACON—Shoulders, 6½c., and Sides, 9½c.@9¾c. LARD held at 11½c.

DESERTERS ARRESTED.—On Thursday afternoon Officer CHAS. HARVEY, of Harbor Police boat No. 2, arrested two apprentices named FRITZ CHRISTIANS and PETER RUNG, belonging to the ship *Gottenberg* laying off the Battery, ready for sea, who had deserted the above ship. They were given in charge of the captain, who then proceeded to sea.

The De Riviere Scandal Continued.

HUNCKE AND DAVIS HELD TO BAIL FOR PERJURY—MULFORD NOT BAIL—COLONEL BLOUNT, WIFE AND DAUGHTER RETURN HOME TO-DAY—ADDITIONAL STATEMENTS FROM MISS BLOUNT RELATIVE TO THE AFFAIR.

Mr. HUNCKE, the proprietor of the Napoleon Hotel, and JOHN DAVIS, his bar-tender, were brought up before Judge OSBORN yesterday morning, on the bench-warrant issued Thursday, and held to bail in the sum of $2,500 each to appear and answer the charge of perjury at the next sitting of the Court of Oyer and Terminer in October. HENRY FISCHER and RICHARD COXEN, both of Hoboken, became their bondsmen. Lawyer MULFORD, against whom a similar warrant was issued, failed to appear, the officer having returned him *non est*. He has not been seen in Hoboken since Saturday last. The charge against him is, subornation of perjury, he having, as counsel for HUNCKE, drawn up the false return to the *habeas corpus*, and induced HUNCKE to swear to it.

It is said that a reconciliation has been effected between Colonel BLOUNT and his wife, so far at least as to induce the lady to return home with her husband, and that they, together with their daughter, will start for Mobile to-day.

It is due to this young lady, whose reputation might otherwise be injured in the estimation of her acquaintances, to state that her part in this scandal has been an involuntary one from the commencement. Even the letters which she is said to have written to DE RIVIERE, one or two of which he had the baseness to publish, evidently with the view of committing her as a party to his villainy, were either written by others and reluctantly copied by her, or penned by herself with the view of deceiving her jailors into the belief that she was a willing captive, in order that she might the more readily escape from her captivity. She states that, from the time she left her father's house in Mobile, which she was induced to do under the pretence of taking a short ride with her mother and Capt. DE RIVIERE, and with no idea of going more than a few miles into the country, up to the time she escaped from her jailors near Philadelphia and returned to her father, she has been under the control of others whose commands she unwillingly obeyed throughout the whole affair. The pretence by which she was induced to leave the house of Dr. DAWES has already been published in the report of her testimony before Judge OSBORN. After leaving the house in Crosby-street mentioned in her testimony, she says she was driven to Jersey City, thence to Bergen, and so around to Hoboken, where she was placed in the Napoleon Hotel. On arriving there, and ascertaining the deception that had been practiced upon her, she says she told her mother plainly, that she would escape and go back to her father the first opportunity she had. She was then confined in a room and was not allowed to see any one except Captain DE RIVIERE and one or two others who were in the plot. It was owing to this avowal of her determination to escape, that, when it was found necessary to remove her from the Napoleon Hotel, she was taken a hundred miles into the country, instead of being concealed in Hoboken. It was thought that, by taking her so far away and leaving her without friends, she would be unable to get back before the arrangements had been effected for the party to sail for Europe, which was the original intention. When the plan of taking her into the country was first announced to her she says she acquiesced in it, and as her mother testified, "begged to go," thinking that if she once escaped from the surveillance and control of her mother and DE RIVIERE, she would find means to return to her father. The rest of her adventures, after leaving Hoboken, are contained in her testimony before alluded to. After she got into the family of Mr. LAGUE, the farmer, she resolved that then was the time to make her escape, and, although so ill as to be hardly able to sit up, she nerved herself to the attempt, and succeeded in carrying out her resolution. With regard to the interview which she had with DE RIVIERE, *on Sunday night*, at *Dr. MULFORD'S*, she says she saw the Captain about five minutes; that about the first thing he asked her was whether she had got any money, saying that he had pawned his watch for $20 to get there, and only twenty-five cents left. She had no money to give him, and he soon left. He was dressed on that occasion in a brown threadbare coat, a slouched felt hat, colored shirt, and white pants the worse for wear and—dirt. As three or four warrants for his arrest are in the hands of officers, this may be important news for them, particularly as he was seen a week afterwards attired in the same habiliments, *plus* a little more dirt. The romantic feature of the Count's person, however, at last accounts, was missing. That martial mustache "that so gracefully curled" at the Hotel Napoleon had fallen with his falling dignity.

A Woman Found Dead in a Vessel's Forecastle—Mysterious Case.

About 9 A. M., yesterday, a young colored woman was discovered lying dead in the forecastle of the schooner *Medad Platt*, by Captain IRELAND, the master of the vessel. Her body was lifted out on deck, and Captain IRELAND then notified the Police of the Second Precinct of the circumstances. Captain WEED, having sent word to Coroner PERRY, proceeded with two officers to the pier adjoining Fulton Market-slip, where the schooner was lying, to inquire into the case. The body was lying near the forecastle hatch, on deck, upon some hides, having on no clothing except a chemise, but covered with a calico dress, which evidently belonged to the deceased woman. The vessel's crew consisted of three colored men, named NELSON WARD, WILLIAM HENRY BOON, and JAMES ROBERTS, the first two belonging to Newbern, N. C., and the last a native of the West Indies. NELSON WARD admitted that he had been staying with the young woman, and that she came on board the schooner with him on Thursday night. JOHN MORRIS, of Brooklyn, the cook of the schooner, who came on board to get breakfast yesterday, about 6½ A. M., saw her standing in the forecastle gangway, with her feet on the forecastle ladder, and her arms resting on the sides of the hatchway; she appeared to have come up to get the air. WARD nudged the cook, and pointing to her, said: "That is my woman." The cook told him she had better go down below, as the Captain would see her if she stood there. WARD then went and spoke to her, and she went down. To make sure that she would not be seen, the forecastle hatch was then closed down. The vessel being loaded with spirits of turpentine, the smell from which was almost sufficient to suffocate one in the hold with the hatches *off*, it is presumed the woman, weakened by the night's debauch, sank under the influence of the turpentine in the confined forecastle, and being unable to get out, died of suffocation. STEPHEN CASEY, a colored laborer, recognized deceased. Her name was ANN, and she had been employed at 50 cents a week working for CASEY, a wooden-legged man, who keeps a boarding-house in Baxter-street. CASEY and his wife boarded in the house. The girl, he believed, was a prostitute, though she also worked out for a living.

BOON states that he staid with a woman up town, and did not go on board until about 2 o'clock yesterday morning, when he found WARD and the girl lying on the deck near the bowsprit. He says that neither of them went below during the night, and denied having anything to do with the woman.

ROBERTS states that he was not on board of the vessel during the night at all; that he went on board between 5 and 6 o'clock this morning, when he found WARD and the woman there. He had nothing to do with her. WARD told the mate that *he overslept himself, and fearing the woman* would be seen if she left the vessel, persuaded her to stay until noon, when she could go off unobserved. The three colored men were arrested by Officer LAND, and locked up in the Second Precinct Station-house, as witnesses, and CASEY and the Captain of the vessel were also directed to appear at Bellevue Hospital to-day, at 2 o'clock, when Coroner PERRY will hold the Inquest.

Coroner's Inquests.

THE DEAF MUTE KILLED ON THE HUDSON RIVER RAILROAD.—An inquest was held yesterday by Coroner HILLS, at Fort Washington, upon the body of PAT. HINES, the deaf mute and pupil, in the Deaf and Dumb Institution, who was run over at One Hundred and Sixtieth-street on the 20th inst. by a Hudson River Railroad train and instantly killed. The evidence coincided with the statement of the case published in the TIMES just after the accident, and exonerated the Engineer from all blame. A verdict of "Accidental death" was rendered. The deceased was 15 years of age, and his parents reside in Buffalo. He has been for some time connected with the Institution.

WOMAN BURNED TO DEATH.—Mrs. RYAN, residing *at the corner of Forty-first-street and Eighth-av.*, was so badly burned yesterday at noon—her clothes having taken fire—that she died in half an hour. She was building a fire, and after pouring some camphene on the kindling-wood, set fire to it and was burned. One of her children, 7 years of age, was so severely burned that it is not expected to live. An inquest will be held to-day on the body.

ANOTHER CAMPHENE ACCIDENT.—MARY CLARK died yesterday at the City Hospital from the effects of burns received a few days ago by the explosion of a camphene lamp at No. 34 Columbia-street. The inquest will be held to-day.

Police Intelligence.

D. WEMYSS JOBSON DANGEROUSLY ASSAULTED—COMMENCED OF THE BRAWL.—D. Wemyss Jobson called yesterday at No. 87 Franklin-street to see an artist. At the door, Jobson met Mr. Hennessy, the occupant of the house. Mr. Hennessy knew Jobson but Jobson did not know Mr. Hennessy. Jobson inquired if Mr. H. was the artist he was in quest of giving the name of the artist. The following brief scene ensued upon the interrogatory:

Mr. Hennessy.—You are D. Wemyss Jobson. I have never been introduced to you, but will introduce myself. I am a friend of Thomas Francis Meagher, whom you have grossly belied in your paper—then take that.

Mr. Hennessy raised his right foot and projected it with unexpected energy and vigor towards the rear of Her Majesty's dentist. The foot having reached its destination with a vast amount of unexpected force, which was immediately transferred to the body of the aforesaid, Her Majesty's dentist, and the consequence was a rapid descent of the aforesaid body of Her Majesty's dentist to the pavement. Her Majesty's dentist, after recovering his equilibrium, arose and said:

Jobson.—I don't understand this proceeding—I demand an explanation.

Mr. Hennessy.—I have given all the explanation I shall give.

Jobson.—I tell you I will have an explanation—(advancing up the steps.)

Mr. Hennessy.—Go to the d—l, (and shuts the door in Jobson's face.)

Jobson looks at the door a minute in silent amazement, casts a momentary glance at his soiled trousers, and then looks absublime.

As men of practical genius jump hastily to conclusions, so did Jobson. Seeing two boys standing on the opposite side of the street, who had witnessed the scene, he hurried after them, but the more he hurried after them the more they hurried from him. Jobson, as the result proved, had determined to lay the matter before a Police Magistrate, and having the impertinence of witnesses—his experience in litigation having long ago impressed upon him the necessity of taking the first step in legal warfare—he sought to get the boys to go with him. Failing to get the boys, he determined to go without them, and went *solus*.

Half-an-hour after the above scene on the door steps of No. 87 Franklin-street, which was enacted in much less time than it has taken us to describe it, Her Majesty's Dentist rushed into Jefferson Market Police Court. His quick breathing showed that he had hurried. His excited look and excited manner showed that his was business of the greatest importance.

Jobson.—I have a serious complaint to make.

Justice Kelly.—I shall be happy to hear it.

Jobson.—If your Honor please, I have again—and it is but one of many similiar complaints that I have had to make since I retired from the position of a member of Her Majesty's household—dentist to the Royal family of England—Sir, I have been made the object of an outrageous personal insult. I have had the boot of a plebbian applied to that portion of my person which, Sir, had it been applied to yours, would have caused you to exhibit a higher pitch of indignation than you have been pleased to notice in me. Sir, I, Her Majesty's dentist, while at the door of a house in this City, peacefully and inoffensively inquiring for a brother artist, had, as I have before intimated, the boot of an athletic male person applied as aforesaid. Sir, to a man of a coarser nature—to a man less refined in his habits, less sensitive, physically, the result might not have been serious. But, Sir, with me, who am an educated man—a scientific man, reared in the lap of luxury, having never physically rubbed against the rough edges of the world—one, Sir, to be brief, who for a number of years occupied the honorable and dignifying position of a member of her Majesty's Household—to wit: Dentist to the Royal family of England—to one, Sir, who has been for a long time, I may say for many years, on the most intimate terms, socially and politically, with the most noted men and women of England and France; I Sir, who have been persecuted by that scape-grace, Louis Napoleon, who at this very moment has numberless *emissaries in this very City*—the principal City of your great Republic—yes, Sir, I, who have been what I have been, and in consequence of that have been subjected to persecutions that would have broken down any other than one who lived for the advancement of a great cause; I, Sir, who have been a member of Her Majesty's household, persecuted, as I have said—aye, Sir, more than I dare tell—you, Sir, as an educated man and a gentleman—as a Judge of the realm, can imagine the result of such an injury, physically and mentally, as that to which I have, in terms as plain as is consistent with the language of a gentleman, explained to you. Sir, after the explanation I have given, I deem it almost unnecessary for me to say that the result was of a most serious character. Sir, immediately after the application of the boot as aforesaid, I was afflicted with what is technically termed *cerebri concussio*, known in the vulgar as concussion of the brain. Sir, I have to state to you that, immediately after the application of the boot as aforesaid, a concussion of the brain ensued, from which I have suffered ever since, and from which, as your Honor may perceive, I am not yet entirely recovered. Sir, I have to ask you for the arrest and punishment of the person who has thus inflicted physical injury and personal outrage upon me.

The above statement of his case by Her Majesty's dentist was convincing to the mind of the magistrate. A summons was issued, requiring the appearance of Mr. Hennessy to answer the complaint.

THE LATE ASSAULT ON TWO MARRIED LADIES.—An examination was to have taken place yesterday morning, before Justice OSBORN, in the case of the recent ruffianly assault upon two respectable married ladies by ex-Policeman Wm. Meehan. Counsel for Meehan stated that the parties were willing to let the matter end where it was, but the Justice said that the case could not be allowed to drop in such an easy way, but that he should insist on an examination. Mr. Meehan's counsel declared that he was too ill to appear then, and demanded a postponement of the investigation, which was granted. It was stated on behalf of the ladies that they had only consented to withdraw this prosecution on the ground that they thought Meehan had been pretty severely punished already, and from their desire to avoid further notoriety. Meehan, who at the time of the assault was *employed as the doorman at the Court of Common Pleas*, has since been discharged from his post by Judge DALY.

STEPHEN H. BRANCH AND HIS ALLIGATOR.—Stephen H. Branch was arrested yesterday, on a warrant issued by Justice OSBORN, to answer a second charge of libel preferred against him by Meyer Tiemann and Mr. Simeon Draper. The charge is based upon an article published in the last *Alligator*, headed, "My Indictment for Libel." The affidavits were the formal papers usual in similar cases, alleging defamation of character, and injury to their fair fame in the community. Daniel Adee, of Centre-street, who prints the paper, was also arrested as a *particeps criminis*. Branch and Mr. Adee each gave bail in $1,000, to answer the charges preferred against them, Mr. Southworth, of the *Sunday Mercury*, becoming surety for Branch, and Mr. Andrew J. White, of No. 146 East Thirteenth-street, being bondsman for Mr. Adee.

HOTEL THIEF.—A young man, fashionably dressed, was found, Thursday evening, in the room of a lady and gentleman, at the Metropolitan Hotel. He politely apologized to the occupants on their coming to take possession of the room, and assured them it was a mistake. As he was not stopping at the hotel, and as he had a bunch of keys in his possession, of remarkably delicate and skeleton-like structure, it was deemed advisible to discredit his statement. He was taken, yesterday morning, before Justice KELLY, and furnished with lodgings at Jefferson Market Prison.

ATTEMPTED RAPE.—JOHN BARRETT was arrested yesterday, charged with an attempt to commit a rape upon ANN HARKNESS, residing in Thirty-ninth-street, near Second-avenue. The complainant alleges that BARRETT entered her place on Thursday evening, and being frustrated in his vile purpose, beat her cruelly. The accused was held to bail in $500 to answer the charge.

FELONIOUS ASSAULT.—As Samuel Rothschild, an ex-policeman, was standing yesterday afternoon, on the steps of the Tombs, he was suddenly attacked by Charles Reinhardt, keeper of a groggery in Centre-street. Reinhardt had on some steel knuckles and injured Rothschild seriously. The assailant was speedily arrested and locked up in the Tombs for examination.

ROBBERY OF AN OLD LADY.—HARD CASE.—Some unconscionable wretch, Thursday afternoon, picked the pocket of Mrs. Jane Adskip, a lady 80 years of age, residing in Williamsburg, as she was *passing through Grand-street, of* $12, all the *money* she had in the world. The old lady had just buried her only son, and the money was the proceeds of the sale of her son's watch.

PASSING COUNTERFEIT MONEY.—A young man giving his name as *Charles Rogers* was committed to the Tomb

FRAZER RIVER GOLD MINES.

Still Operating the Territory of New Caledonia.

Interview with the Earl of Derby—Interesting Debate in Parliament—Official Correspondence to the Governor of Vancouver's Island.

The Colonial Secretary, Sir EDWARD BULWER LYTTON, introduced into the House of Commons, on the 31st instant, his bill, of which we have already published an analysis, organizing a government for the new Gold Field in British Columbia. The introduction was objected to by Mr. HUME, who thought that the Government would be better employed in attending to the affairs of Ireland, than in establishing a new Government for a country which, in a few years, it was said, would be depopulated by the gold fever.

The Colonial Secretary explained that Queen VICTORIA had given her consent to the introduction of the bill, and had appointed Governor DOUGLAS, of Vancouver's Island, to be Governor of the new Colony. These measures were rendered necessary by the great influx of population to the Frazer River gold fields, which had already reached 10,000 persons, and was increasing at the rate of 1,000 per week. The Government of Vancouver's Island had been unable to cope with the difficulties which had arisen, and it was necessary to establish a Government on the spot, with power to make laws, and to raise a revenue for the purpose of defraying the expenses of the Government. The Government would be established at Queenborough, on the Frazer River, and the Governor would be empowered to make laws, which would be subject to the approval of the Queen in Council. The Governor would also be empowered to grant lands, but not more than 1 square mile to any one person. The Government would be established on the principle of free trade, and the duties would be levied for the purpose of defraying the expenses of the Government. The Governor would be empowered to establish Courts of Justice, and to appoint Judges, Magistrates, and other officers, and to remove them for misconduct. The Governor would also be empowered to establish Courts of Appeal, and to grant pardons. The Governor would be assisted by a Council, consisting of the Chief Justice, the Colonial Secretary, and the Attorney-General, who would be appointed by the Crown

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The New-York Times.

NEW-YORK, SATURDAY, JULY 21, 1860.

THE NEW-YORK TIMES.

The DAILY TIMES is published every morning—price Two Cents a copy, or Seven Cents a week; mailed, free of postage, at FIFTY DOLLARS a year.

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THE WEEKLY TIMES—TWO DOLLARS a year; ten copies, to one address, for TWENTY DOLLARS; twenty copies, to one address, for THIRTY DOLLARS. Any person getting up a Club of twenty or more, will be entitled to an extra copy.

Payment invariably in advance.

All letters to be addressed to the "NEW-YORK TIMES, New-York City."

Amusements this Evening.

BURTON'S GARDEN—UNDER FOOTE—FOGANGUAR.

WALLACK'S THEATER—BRIAN O'LYNN—TRIXIE TRAMPER—YANKEE SPECULATOR.

BARNUM'S AMERICAN MUSEUM—WYMAN, THE WIZARD AND VENTRILOQUIST.

WOOD'S BUILDING—ETHIOPIAN MINSTRELSY—PANTOMIME OF THE BOSTON BOYS.

PURDY'S NATIONAL THEATER—MIKE OF THE WOODS—THE DEAD SHOT.

NIBLO'S GARDEN—Corner Sixth-avenue and Fifteenth-street—GRAND PROMENADE CONCERT.

Ocean Steamships.

The Steamer leaves New-York for Southampton.... July 25
The Canada leaves Boston for Liverpool..... July 28

Mails Close at Post-Office.

For Europe, England and Canada.....2½ P.M.
For California.....2 P.M.
For the West Indies.....2½ P.M.
For Boston.....6½ A.M. and 2½ P.M.
For Albany.....7 A.M. and 4½ P.M.
For Europe, by Railroad.....10½ A.M. and 2 P.M.
For Charleston.....4 P.M.

☞ The European Mails by the *Fulton*, sailing from this port to Southampton and Havre, will close at the New-York Post-Office to-day, at 10½ o'clock A. M.

NEWS OF THE DAY.

The Cunard steamship *America* arrived at this port yesterday, with advices from Liverpool to the 11th inst. She brings no tidings of the *Agamemnon* and *Valorous*, the two missing vessels of the Gibraltar squadron. The *Niagara* and *Gorgon* were still at Queenstown. The proceedings in Parliament have been interesting. The Government India Bill has passed the House of Commons and been sent up to the Lords. The bill of Sir E. B. LYTTON, establishing a Colonial Government for New-Caledonia, had been ordered to a second reading in the lower House, after eliciting a highly-interesting debate. The Earl of MALMESBURY, on the 9th inst., announced in the House of Lords the withdrawal of the fleet from the Cuban waters. In France great preparations were making for the Chalons display, at which Queen VICTORIA, Prince ALBERT, and sundry German potentates were expected to be present. From Spain we learn that the O'Donnell Ministry is prosecuting extensive changes, the whole staff of the army having been displaced, and the friends of the Premier substituted. The Liverpool markets for Cotton and Breadstuffs were reported firm; provisions were dull.

A letter from our correspondent on board the U. S. steam-frigate *Niagara*, giving full particulars relative to the second attempt to lay the Atlantic Telegraph Cable, and its failure, will be found elsewhere in this morning's paper.

At the meeting of the Board of Councilmen, Friday, the Board concurred with the Board of Aldermen in authorizing and directing the City Inspector to advertise for proposals, and to contract with the highest bidder for cleansing the streets for the ensuing five years, and that the award of such contract be transmitted to the Common Council for confirmation. The remainder of the business of the evening was purely of a routine character.

The yellow fever appears to have obtained considerable headway on board the Spanish frigate *Bernardo* at the Lower Quarantine anchorage. Yesterday one of the seamen, who died on board, was brought to the Upper Quarantine for interment. Two or three other vessels, from Cuban ports, were sent below, to await the action of the Health Commissioners. There are now twenty-four vessels (those most dangerous to the public health) anchored in the Lower Bay; and Captain BOYD visits the fleet daily, by steamboat, to supply them with such necessities as they require. A stevedore, named JOHN MASTERTON, died in the Hospital Thursday morning, of yellow fever, having contracted the disorder while at work on vessels discharging cargo.

Mr. SEWARD, counsel for JAMES SUTTON ELLIOT, appeared before Judge INGRAHAM, yesterday morning, and asked that Mr. ELLIOT be discharged from arrest on the complaint of JONATHAN PEEL, Her Majesty's principal Secretary of War, that he had embezzled money to the amount of about £2,000. He asked for his discharge on the ground that the statute of New-York required that the real plaintiff should institute proceedings in such cases; that the person owning the money alleged to have been embezzled, was Queen VICTORIA, as Queen of England. In answer, Mr. PEEL's counsel quoted a recent act of Parliament permitting a principal Secretary of her Majesty to institute proceedings for the Crown. The Judge considered the question of the right of Mr. PEEL to commence proceedings, as one necessary to be decided before hearing argument on any other point, and intimated that he would render a decision this morning. Mr. ELLIOT is still detained at the Eldridge-street Jail. He declines to make any statement with regard to his case. Miss SINCLAIR left for Newport, R. I., Monday morning, the day that ELLIOT was arrested.

LOUIS HEIM, of No. 176 Grand-street, was yesterday examined before United States Commissioner SMITH, charged with having taken from the Post-Office in this City, on the 10th inst., a letter addressed to L. HEIM, of No. 33 Park-place, which contained coupons amounting to nearly $2,000, and disposing of or concealing it. It appeared in evidence that HEIM received the letter from the Post-Office, as alleged, and that he subsequently called at the banking-house of Messrs. BALLEN & SANDERS, No. 24 Exchange-place, where the coupons were made payable, to inquire if they would be paid. The letter was accidentally left on their counter, and was afterwards sent to Mr. HEIM, by which he first discovered his loss, and immediately had HEIM arrested. Messrs. A. & L. HEIM, one of whom accompanied HEIM to the office of BALLEN & SANDERS, were also arrested as parties to the fraud, but they asserted that they were offered the coupons in payment, and made the inquiry whether they were good, which was all they knew of the matter. The case was adjourned to Monday at 12 o'clock.

D. WORTHY JORDON appeared yesterday before Justice KELSEY, at the Jefferson Market Police Court, and preferred a complaint against a Mr. HENNESSY, of No. 97 Franklin-street, whom he charged with having kicked him in a sensitive part of the body, and declared that it produced a concussion of his brain. In view of the grave results following the assault, a summons was instantly issued requiring the presence of Mr. HENNESSY to answer the complaint.

A sudden and singular death occurred yesterday morning on board the schooner *Medad Platt*, from Newbern, N. C., lying at the Fulton Market Pier, East River. A young colored woman from the neighborhood of Cross-street, who had been induced to go on board by one of colored sailors to spend the night with him, was found dead in the forecastle by the Captain about 9½ A. M. She was taken out of the forecastle almost made, but without any appearance of violence on her person. NELSON WARD, a colored sailor, acknowledged that he induced the girl to go on board with him, and that, having overslept himself, he was afraid she would be seen leaving the vessel, and that he persuaded her to stay until noon, with the expectation that she could then leave without being seen. She was accordingly shut in the forecastle, where, it is presumed, she was suffocated by the strong fumes of spirits of turpentine with which the vessel was loaded. Coroner PERRY viewed the body yesterday, and adjourned the inquest to to-day, at 2 o'clock P. M., at Bellevue dead-house. The three colored sailors on board were held as witnesses.

The brig *Anita Owen*, which arrived from Nuevitas, yesterday, brought as passengers the Italian Opera Company. Their names are Lewis Cerro-Amati, Michael Parodi, Mrs. Louisa Carrante, Miss Mary Carrante, Miss Isabel Carranta, Philip Albertagga, Mrs. Matilda Albertagga, Mrs. Terisa Gappacio, and Miss Helen Gappacio.

Governor KING has denied the application of JAMES KELLY, convicted in Kings County of the murder of his wife, for a commutation of sentence. He will accordingly be executed on the 20th inst. (D. V.)

Cotton was purchased, yesterday, to the extent of 1,000 bales, at languid quotations. Light supplies of Breadstuffs checked business; prices favored sellers. The transactions in Provisions were to a fair extent, at unaltered rates. Sales were made of 5,900 bags Rio Coffee, with 1,437 hhds. and 2,835 boxes Sugar, chiefly Cuba in hhds., and Havana in boxes, at buoyant prices. Spirits Turpentine was more freely dealt in, and was somewhat firmer. Freights were very quiet.

The Presidential Question.

Since it has been ascertained that the Democratic party is divided, and that the Presidential question will be settled by the votes of the Republicans, many persons have been anxiously looking about them to see what kind of a man the Republicans will nominate. Some of the Republican journals have been very free in their suggestions, and have named a number of candidates, each of whom is supposed to be the favorite of a particular section. The Republican party is a sectional party, and it is natural that it should be so. Its members are all from the North, and they are all opposed to the extension of Slavery. Their candidate must be a Northern man, and he must be opposed to the extension of Slavery. Such a man is not hard to find. Any one of a dozen Republicans would answer the purpose. Mr. SEWARD, Mr. CHASE, Mr. BATES, Mr. CAMERON, Mr. WILSON, Mr. HALE, Mr. FREMONT, Mr. BANKS, Mr. LINCOLN, Mr. DAYTON, Mr. CHANDLER, Mr. WADE, Mr. GIDDINGS, Mr. HAMLIN, Mr. FESSENDEN, Mr. COLFAX, Mr. SUMNER, Mr. HALE, Mr. CURTIS, Mr. GRIMES, Mr. TRUMBULL, Mr. SMITH, Mr. FOOTE, Mr. FOSTER, Mr. HOWARD, Mr. WILLEY, Mr. COLLAMER, Mr. FOOT

PERILS OF A WORKING GIRL.

HAUNTING REVELATIONS OF CITY LIFE!

THE NEW-YORK DISPATCH

OUT EARLY ON SATURDAY AFTERNOON.

AN EXCITING EXPOSURE OF VILLAINY.

FROM THE PEN OF A FASCINATING JOURNALIST.

THIS LADY, FROM THE MYSTERIOUS RECESS OF HER OWN HOME, IN A GREAT CITY, HAS CHARGE OF A CHARGE WHICH EVERY READER OF

THE DISPATCH

WILL SPEEDILY DISCOVER TO BE

A FASCINATING PICTURE.

In this narrative the reader will find portrayed in PERILS, TEMPTATIONS, DANGERS and TRIUMPHS, CRIMES of a great City, the CRIMES & CHARMS of WORKING GIRLS, in a manner that will command the interest and rouse the sympathies of every reader. From the first chapter to the last of this absorbing narrative the reader will discover that all is not gold that glitters in the Metropolis, and that many are the pitfalls that beset the path of the unwary. In the narrative of these perils, and in showing the Working Girls of New-York the dangers and pitfalls that surround them, the author has not neglected to point out the means of escape from these dangers, and to furnish such information as will enable the reader to shun them. Those who have daughters growing up around them, those who have sisters, and yet will no longer be surrounded by the protecting influences of home, those who have themselves just commenced a career in the great City, and those who have passed through the ordeal of experience, will find that they can go to the pages of the New-York DISPATCH for the next of chivalry, and beholding the Working Girls of New-York for representatives of a virtue that is to be admired, and which should be protected.

Dr. Alexander does not wish to be regarded in a commercial light for his connection with the DISPATCH in the form in the field of literature. In the course of the Perils he has prepared for publication, there are many in humanity that from any other motive. He trusts that he may never be called to write another. Sometimes, however, he is constrained to believe that the present degree of human misery—so much that is base, grovelling and cowardly in mankind.

In the progress of the narrative of PERILS AND GRAVES, he will present a vivid picture of the

FACTS in connection with City Hell, and the CHARACTERS and INSTITUTIONS flourishing among us—the operators of the pools—the monopolists—and we-ever and even pantheism in vice—the prime homes in which white slaves are kept for the markets of crime—the gilded dens of infamy, their patrons and the opposite—the haunts of the poor and the wretched—the abodes of misery that cannot fail to excite every feeling and emotion of the human heart. Let every one who has daughters growing up around them,

Read it, and you will not wonder that hundreds of poor creatures choose the suicide's grave to end their misery.

Read it, fathers and Brothers, that you may be able to protect your daughters and sisters from a fate worse than death.

Read it, that Daughters of Toil, that you may be warned against the temptations and allurements that surround you on every hand, and be able to secure a copy. Price, 6 cents. Publication office, No. 26 Beekman-st.

☞ 10,000 extra copies will be printed in order to supply the demand. Orders will be received at the Publication office, No. 26 Beekman-st.

THE SUNDAY MERCURY,

THE BOLD AND FEARLESS ADVOCATE

OF

RIGHTS OF THE PEOPLE

OF

CITY AND RELIGIOUS LIBERTY,

Will contain, in addition to the usual variety of matters which our City readers have become familiar with, a series of letters in connection with the rights of the Press and the people, which each and every public servant who has let his conscience to the corruptions crowds should be

STORED WITH CONTENT

THE SUNDAY MERCURY

Will be sent FREE OF CHARGE to any part of the United States for any circumstances. If we do not get proper notice from the Newsmen, of their demands.

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Price four cents.

JUDSON'S GREAT SEA STORY—THE HAUNTED SHIP.

☞ Ned Buntline's new story is now ready, and for sale at Auction prices. Single numbers will be furnished as usual.

Price four cents.

CURED BY THE GREAT GERMAN REMEDY.

DR. SCHENCK'S PULMONIC SYRUP,

SEA WEED TONIC, AND MANDRAKE PILLS.

The proprietor of Dr. Schenck's Medicines continues to receive the most unqualified testimonials in favor of the following compounds, which are daily effecting the most astonishing cures in all parts of the country:

Dr. Schenck's Pulmonic Syrup; Dr. Schenck's Sea Weed Tonic; Dr. Schenck's Mandrake Pills.

For the cure of Pulmonary Consumption, Liver Complaint, Dyspepsia, and all diseases originating in a disordered state of the stomach and liver, these medicines have been used with unparalleled success. Full directions accompany each medicine, so that any person can use them without the least exposure. Dr. Schenck is professionally at his office, No. 15 Mercer-st., every Saturday, where he can be consulted free of charge. Principal depot, No. 15 Mercer-st., New-York. For sale by druggists generally throughout the United States and Canada.

☞ Beware of counterfeits! To prevent purchasers from being imposed upon by counterfeits, the genuine medicines are put up in steel engraved wrappers, with fac-simile of my signature on the back of each. Also, my name blown in the glass of each bottle.

DR. SCHENCK'S PULMONIC SYRUP,

SEA WEED TONIC, AND MANDRAKE PILLS.

THE INFALLIBLE COMPANY.

OFFICE No. 10 CHAMBERS-STREET,

New-York.

DYSPEPSIA—Its Causes and Cure.—Copy of a letter from Dr. Wheeler, of Boston, to Dr. Parker, New-York:

BOSTON, Nov. 1, 1854.

DR. PARKER—Dear Sir: I have been afflicted with dyspepsia for many years, and have tried many remedies, but found no relief until I commenced using your Dyspepsia Mixture. I have used it for about two months, and am now entirely free from the disease. I have recommended it to many of my friends, and they have used it with the same success. Yours, &c., J. WHEELER.

Copy of a letter from Dr. Wheeler, of Boston, to Dr. Parker, New-York:

BOSTON, Nov. 1, 1854.

DR. PARKER—Dear Sir: I have been afflicted with dyspepsia for many years, and have tried many remedies, but found no relief until I commenced using your Dyspepsia Mixture. I have used it for about two months, and am now entirely free from the disease. I have recommended it to many of my friends, and they have used it with the same success. Yours, &c., J. WHEELER.

Sold by PARKER & BURR, Druggists, No. 77 Hanover-st., Boston, and by druggists generally throughout the United States and Canada.

DR. PARKER'S DYSPEPSIA MIXTURE.

CURES DYSPEPSIA, LIVER COMPLAINT, AND ALL DISEASES ARISING FROM A DISORDERED STATE OF THE STOMACH AND LIV

FINANCIAL.

AUGUST BELMONT,
BANKER, NO. 72 BEAVER-ST.,
OFFERS LETTERS OF CREDIT, AVAILABLE TO TRAVELLERS IN ALL PARTS OF THE WORLD.

E. B. LANSING & CO.,
NOS. 23 AND 25 BROADWAY, NEW-YORK,
Having been established a separate INTERNATIONAL AGENCY
for the transaction of general business in connection with the
AMERICAN AND EUROPEAN EXPRESS,
are prepared to send from all parts of Europe, and to afford all facilities to
PERSONS GOING ABROAD.
Sight and time bills on London or Paris, and letters of credit available in all parts of the world.
REFERENCES:
James Boorman, New-York. Erastus Corning, Albany.
Alsop & Chauncey do. Gray & Dewhurst, Boston.
E. Wadsworth, Son & Morri- Dean Richmond, Buffalo.
son, New-York. R. S. Sandford, Philadel's
Cheney, Hayward & Sawyer. R. S. Sandford, Philadel's

JOHN MUNROE & CO.,
AMERICAN BANKERS,
No. 7 Rue de la Paix, Paris,
and
No. 8 Wall-st., New-York.
Grant LETTERS OF CREDIT for Mercantile Purposes.
Also, CIRCULAR LETTERS OF CREDIT on the principal towns and cities of

France,	Belgium,	Italy,
Great Britain,	Spain,	Germany,
Canada,	Portugal,	Russia,
Holland,	Switzerland,	Sweden.
	ALSO, ON	
Rome,	Constantinople,	Alexandria,
Leghorn,	Jerusalem,	Cairo, &c.

BILLS ON PARIS, and STERLING BILLS, at short, for sale in sums to suit.

DUNCAN, SHERMAN & CO.,
BANKERS,
CORNER FIRE AND NASSAU STS., NEW-YORK,
Issue
CIRCULAR NOTES AND LETTERS OF CREDIT,
for travellers, available in all the principal cities of the world. Also,
MERCANTILE CREDITS,
the use in EUROPE, CHINA, etc.

TEXAS COLLECTIONS.
COMMERCIAL AND AGRICULTURAL BANK, GALVESTON, TEXAS.
S. M. Swenson, President. H. Jenkins, Cashier.
Collections promptly and remitted for promptly in gold and silver. New-York Correspondents, Phillips, Minturn & Co-Operman. Collections made at ½ per cent. commission.
New-York correspondents, Messrs. Keenan & Taylor.

COLLECTIONS.
We make collection of time paper payable in Chicago, remitting at the current rate of Exchange on New-York without extra charge. Collections on other prominent points throughout the West, attended to on favorable terms, at the risk of the owners.
GEO. SMITH & CO.,
Bankers, Chicago, Illinois.

PROPOSALS FOR $300,000 CENTRAL PARK IMPROVEMENT FUND STOCK.—Sealed proposals will be received at the Comptroller's office, No. 6, Hall of Records, until Monday, July 28, 1856, at 3 o'clock, P. M., when the same will be publicly opened, for the whole or any part of the amount of Three Hundred Thousand Dollars of "The Central Park Improvement Fund Stock of the City of New-York," authorized by an act of the Legislature of the State, entitled "An act for the government and improvement of the Central Park in the City of New-York," passed April 17, 1857, and by an ordinance of the common Council, approved by the Mayor May 2, 1857, and by a further ordinance of the Common Council, approved by the Mayor June 24, 1856.
The said Stock will consist of Three Thousand Shares of One Hundred Dollars each, bearing interest at the rate of six per cent. per annum, payable quarter yearly, and the principal sum redeemable on the first day of August, 1877.
The proposals will state the number of shares, and the price per share. The stock to be issued as follows: $50,000 in three days after the acceptance of the proposals, and the remaining installments of $50,000 each until the whole sum is issued.
The proposals which may be accepted will be required to deposit with the Chamberlain of the City the sum awarded and covered by the bid, and on presenting the receipt of the chamberlain to the Comptroller, will be entitled to receive a certificate for the par value of the number of shares, carrying interest from the date of the deposit.
Each proposition should be sealed up and indorsed "Proposal for Six per cent Central Park Improvement Fund Stock," and the proposition may then be put up in a second envelope, sealed and directed "A. C. Flagg, Comptroller, No. 6, Hall of Records, New-York."
The right is reserved on the part of the Comptroller to reject any or all of the bids if considered necessary to protect or promote the interests of the city.
A. C. FLAGG, Comptroller,
Department of Finance, Comptroller's office, New-York, June 24, 1856.

STOCK IN BANK OF THE STATE OF MISSOURI.—The undersigned, Commissioners, appointed by the Bank of the State of Missouri, St. Louis, hereby give notice that books of subscription for three hundred thousand dollars of increased capital stock of said Bank will be opened at the Bank of Commerce, in New-York, on MONDAY, Aug 2, and kept open for a period of fifteen days, unless the whole amount shall have been sooner subscribed.
Ten per cent will be required to be paid at the time of subscribing; thirty per cent. on the 1st of September; thirty per cent on the 1st of October, and thirty per cent. on the 1st of November, or payment may be made in full. Dividends on stock subscribed for, will be payable at Bank of Commerce in New-York.
JOHN A. STEVENS,
HENRY F. VAIL,
S. D. MORGAN. } Commissioners.

EVERETT FIRE INSURANCE COMPANY.—Books for subscription to the capital stock of this Company will be opened under the direction of the subscribers, at the office of the Company, under the Bank of the Commonwealth, corner of Pine and Nassau sts., on Tuesday, July 29, at 12 o'clock M., and be kept open daily, from 12 to 3 o'clock P. M., until the whole amount of capital stock shall have been subscribed.
Ten per cent. payable at the time of subscribing, and the balance on or before Aug. 2, 1856.
JEROMUS P. JOHNSON,
NATHANIEL JARVIS, Jr., } Commissioners.
CHARLES G. SMITH.

AT A MEETING OF THE DIRECTORS of the La Crosse and Milwaukee Railroad Company, held in the City of New-York on July 15, 1856, the Secretary was directed to give public notice that the interest on the First-mortgage Land-grant Bonds of the said Company would be paid on and after Monday, Aug. 4, at the office of the Company, No. 27 William-st. Dated New-York, July 15, 1856.
D. V. N. RADCLIFF, Secretary.

LA CROSSE AND MILWAUKEE RAILROAD NOTICE.—A Committee has been appointed by the Board of Directors of the La Crosse and Milwaukee Railroad Company to adjust and settle all claims against said Company, and to recommend the funding of the above Company—its unsecured Bonds, &c., are requested to call at their office, No. 27 William-st.
WM. A. GUEST, Chairman.

$25,000 WANTED—FOR THREE OR FIVE years, on first-class improved and unincumbered Milwaukee property, in the heart of the city, worth double. Best New-York references given. Address A. B., Box No 1,444 Post-Office, stating when and where an interview can be had.

M'DONOUGH COUNTY COUPONS.—THE Commissioners of the McDonough County, Illinois, bonds, issued to Northern Cross R. R. Co., due July 1, will be sold at the office of WOODRUFF & CO., No. 40 Broad-st.

WANTED—$1,000 OR LESS FOR ONE YEAR OR more at seven per cent. interest. The securities will be satisfactory and undoubted. Address S. H., Box No. 144 Times office.

BANK NOTICES.

STATE OF NEW-YORK.—BANK DEPARTMENT, ALBANY, July 2, 1856.—The time fixed by law for redeeming the circulating notes issued to the FARMERS' BANK having expired—pursuant to chapter 33 of the laws of 1856, NOTICE IS HEREBY GIVEN that a final dividend of EIGHT (8) per cent has been declared upon the AMOUNT OF NOTES DEPOSITED, as represented by the certificates issued by the Superintendent in relation to the notes of the said Bank, payable on presentation of the said certificates, PROPERLY INDORSED, at this Department, within SIX MONTHS from the date of this notice, and not thereafter.
JAMES M. COOK, Superintendent.

STATE OF NEW-YORK.—BANK DEPARTMENT, ALBANY, July 2, 1856.—The time fixed by law for redeeming the circulating notes issued to the BANK OF NEW-ROCHELLE having expired—pursuant to chapter 33 of the laws of 1856, NOTICE IS HEREBY GIVEN that a final dividend of FIVE (5) per cent. has been declared upon the AMOUNT OF NOTES DEPOSITED, as represented by the certificates issued by the Superintendent in relation to the notes of the said Bank, payable on presentation of the said certificates, PROPERLY INDORSED, at this Department, within SIX MONTHS from the date of this notice, and not thereafter.
JAMES M. COOK, Superintendent.

SAVINGS BANKS.

BANK FOR SAVINGS, No. 67 BLEECKER-STREET, NEW-YORK, June 14, 1856.
UNDER THE PROVISION OF THE BY-laws, the Trustees of this Institution have directed an interest to be paid to all depositors entitled thereto, for the six months ending June 30, at the rate of five per cent. per annum, on all sums amounting to $5 and under $400, and on all sums amounting to $500 and upward, an interest at the rate of four per cent. per annum, payable on and after Monday, July 14. Also, an extra dividend, being in addition and precisely equal in amount to the half-yearly interest allowed to depositors at this period; such extra interest or dividend to be calculated on the same principle, and made payable to depositors or passed to their credit at the same time with the said half yearly interest.
J. DA P. OGDEN, Secretary.

HORSES AND CARRIAGES.

HORSES FOR SALE.—TWO FINE HORSES, A pair of bays; 9 years old; can trot his mile inside of 3 minutes. Also, a light sorrel horse, 16 hands; good roadster and pleasant driver; both believed to be perfectly sound and in good condition; must be sold, the owner having left the city. If not disposed of at private sale, they will be offered at auction on TUESDAY, Aug. 5, at 12 o'clock, at Mr. Waller's stable, No. 222 Mercer-st., where the horses can be now seen. Apply to WILLIAM DURMEY, No. 4 Wall-st.

HORSE WANTED—BLACK OR GRAY, BLACK preferred; must be 15 hands 3 inches to 16 hands high, stylish driver, four mile—not over 7 years old; must trot a mile in 3 minutes to the pole. Apply to Brevoort Livery Stables, No. 124 Clinton-place, 8th-st., first stable from 6th-av.

GROCERIES AND PROVISIONS

MESS PORK AND SMOKED MEATS.—MYER BRUNT & WATROUS, pork packers, No. 209 Chambers-st., New-York, offer at the following prices, for cash:
Smoked Hams from 9¼ to 11¼ cents.
Smoked Shoulders from 7¼ to 8¼ cents.
Smoked Beef from 10½ to 11 cents.
Smoked Bacon from 10 to 10½ cents.
Mess Pork and Dutchess Co. Mess from $16 50 to $17 25.
Lard, in tubs or barrels, from 11¼ to 12 cents. N. B.—No orders filled except for cash.
VAN BRUNT & WATROUS, No. 209 Chambers-st.

CHOICE ENGLISH BREAKFAST CONGOU tea, imported by clients. The best imported for many years. Now sale by J. & W. GERRY,
Nos. 719 Broadway and 293 Canal-st.

DIVIDENDS.

OFFICE OF THE NEW-YORK AND HARLEM RAILROAD COMPANY, }
NEW-YORK, July 22, 1856. }
DIVIDEND NOTICE.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend, from the earnings of the current six months, payable on and after the 1st August next.
The Transfer Books will be closed from the 23d inst. to 31 proximo, inclusive. By order of the Board.
F. A. PLATT.

BANK OF NEW-YORK.—THE BOARD OF Directors of the Bank of New-York have this day declared a dividend of three and a half per cent. on the capital stock of the Bank for the current six months, payable to the stockholders on and after the 1st of July next.
The books of transfer will be closed from this date to the 6th day of July. W. B. MEREER, Cashier.
JUNE 23, 1856.

OFFICE OF THE PEOPLE'S FIRE INSURANCE CO., }
NEW-YORK, July 3, 1856. }
THE BOARD OF DIRECTORS HAVE DECLARED a semi-annual dividend of six per cent., payable on and after the 7th July, inst., until which time the transfer books will be closed. By order,
W. F. UNDERHILL, Secretary.

LEATHER MANUFACTURERS' BANK, }
NEW-YORK, July 20, 1856. }
A DIVIDEND OF FIVE (5) PER CENT. will be paid to the stockholders on and after Monday, the 2d day of August next. The Transfer Books will be closed until that day. By order
T. R. ACLY, Cashier.

COLUMBIA FIRE INSURANCE COMPANY, }
OFFICE No. 10 WALL-ST., NEW-YORK, July 7, 1856. }
DIVIDEND.—THE BOARD OF DIRECTORS HAVE this day declared a semi-annual Dividend of six per cent., payable on and after the 10th inst. The transfer books will be closed until that date.
JOHN C. BERGH, Secretary.

SAINT NICHOLAS BANK, No. 7 WALL-STREET, }
NEW-YORK, July 21, 1856. }
DIVIDEND.—THE PRESIDENT AND DIRECTORS of this Bank have declared a dividend of three and a half per cent., payable on and after Monday, the 9th of August next. The transfer books will be closed until that day.
A. PARKHURST, Cashier.

HOME INSURANCE COMPANY,
NOS. 112 AND 114 BROADWAY, NEW-YORK, July 20, '56.
DIVIDEND.—THE BOARD OF DIRECTORS OF this Company have this day declared a SEMI-ANNUAL dividend of TWELVE PER CENT. on the original capital of $500,000, payable to the stockholders on demand.
J. MILTON SMITH, Secretary.

MERCHANTS' INSURANCE COMPANY, CORNER OF FULTON AND GREENWICH STREETS, }
NEW-YORK, July 8, 1856. }
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of fifteen (15) per cent., payable on the 12th inst.
J. L. DOUGLASS, Secretary.

OFFICE OF THE ARCTIC FIRE INSURANCE CO., }
No. 29 WALL-ST., NEW-YORK, July 14, 1856. }
THE DIRECTORS HAVE THIS DAY DECLARED a semi-annual dividend of FIVE per cent., payable on and after the 19th inst.
RICHARD A. OAKLEY, Secretary.

OFFICE OF THE CLINTON FIRE INSURANCE CO., }
No. 52 WALL-ST., NEW-YORK, July 1, 1856. }
DIVIDEND.—THE BOARD OF DIRECTORS HAVE this day declared a semi-annual dividend of TEN per cent., payable on demand. By order.
JAS. B. AMES, Jr., Secretary.

HUMBOLDT FIRE INSURANCE COMPANY, }
NEW-YORK, July 14, 1856. }
A DIVIDEND OF SEVEN PER CENT. on the capital stock of this Company has been this day declared, payable on demand.
WM. MULLIGAN, Secretary.

OFFICE OF THE NASSAU FIRE INSURANCE CO., OF }
BROOKLYN, June 28, 1856. }
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of ten (10) per cent., payable on and after the 1st day of July.
A. J. BEEKMAN, Secretary.

AGENCY NORTHWESTERN INS. CO., No. 76 Wall-st., }
NEW-YORK, July 22, 1856. }
THE NORTHWESTERN INSURANCE COMPANY, Oswego, N. Y., have declared a semi-annual dividend of six (6) per cent. payable on demand. Eastern stockholders will be paid at this office.
GEORGE DEMING, Agent.

OFFICE OF THE NEW WORLD FIRE Insurance Company, No. 35 Pine-st., July 14, 1856. A semi-annual dividend of five per cent. has this day been declared, payable on demand.
SAMUEL A. PATTERSON, Secretary.

INSTRUCTION

AMERICAN SCHOOL INSTITUTE.—APPLETON'S BUILDING, NO. 346 BROADWAY.—A practical medium for supplying schools, academies and colleges with competent teachers and professors, for any and every department of science, literature and art. Families supplied with tutors and governesses—schools with pupils—parents (gratuitously) with school circulars—public schools with teachers. (without charge,) and teachers with positions. Reference—Faculty of Amherst College—Dr. Lowell Mason, Prof. George F. Root, Prof. A. Greenleaf, et al. Especial attention paid to orders for music teachers. Wanted, thoroughly competent teachers and professors of public instruction, (piano, guitar, organ and vocal.) Also, teachers of French and drawing.
SMITH, WOODMAN & CO.

PRIVATE TUITION AND BOARD IN THE COUNTRY.—The Rev. and Mrs. H. L. MYRICK, of Brooklyn, Conn., receive into their family several children to board and instruct according to their wishes and means, giving to each personal attention and affectionate care. Their home is in a retired, pleasant and healthy location, accessible from New-York and Boston via Norwich and Worcester Railroad, and offers excellent inducements to those who wish to place young persons, of either sex, under responsible superintendence and favorable influences. References: The Rev. A. A. Livermore, No. 211 Broadway; the Rev. R. D. Hitchcock, do.; the Rev. F. Tiffany, Springfield, Mass.; the Rev. J. Kendall, D. D., Plymouth; the Rev. H. F. Harrington, the Rev. Warren Burton, the Rev. C. Francis, D. D., Cambridge; the Rev. E. S. Gannett, D.D., Boston.

MRS. MEARS' FRENCH AND ENGLISH BOARDING and DAY SCHOOL for Young Ladies, Nos. 31 and 33 West 15th-st., below 5th-av., reopens on Thursday, Sept. 9.
Mrs. M. will be at home to receive parents and guardians who may wish to confer with her, on and after Sept. 1.

NITCHY'S INSTITUTE AT WEST BLOOMFIELD, N. J.—Educates boys for Mercantile and Mechanical pursuits. The instruction is thorough, and adapted to the memorizing method, and develops all the mental faculties; the education is based on principles of kindness and liberality. Gardens, woods, mountains and rocks, baths, a gymnasium, pure and cool air and water, render the Institute an eminently healthy and attractive place for the education of boys. For circulars containing all necessary information and references, address
AUG. F. NITCHY.

SCHOOL FOR BOYS.—ELM PARK COLLEgiate Institute, Litchfield, Conn., (the healthiest spot in the Union,) the Rev. Dr. James Richards, Principal; James Richards, Jr., late of Princeton College, N. J., Assistant Principal. Boys fitted for college or for business. A teacher of the French language resides in the family. Instruction thorough, discipline strict, accommodations superior, and terms moderate. For circulars, &c., address the Principal, or R. A. WATKINSON, Esq., No. 20 Nassau-st.

ROCKLAND FEMALE INSTITUTE, AT NYACK, ON THE BANKS OF THE HUDSON.—This institution continues its session during the Summer. Its delightful location, large and admirably-appointed edifice, fine bathing privileges, attention to physical training, and accomplished corps of instructors in all the branches of an elegant and practical education, commend this school to residents of the City. For circulars, or further particulars, address the Rev. L. D. MANSFIELD, Nyack, N. Y.

$3 WRITING CLASS FOR LADIES.—Mr. BOLBEAR, No. 500 Broadway, will form cheap private classes for August, and guarantees by his system of hand training to remove all stiffness or trembling from every hand, and give an elegant, easy style. Two private seats may be secured this day. Book-keeping, $10.

THE REV. D. C. VAN NORMAN, A. M. (late Principal of Rutgers Female Institute,) will (D. V.) reopen his Institute for young ladies, at No. 79 East 14th-st., near Union-square on Monday, Sept. 15. Circulars may be obtained at IVISON & PHINNEY'S Bookstore, No. 321 Broadway; at RAYNOR, HOWE & PERRY'S, 10 Bowery, and by addressing the Principal.

TWELVE GIRLS—FROM 6 TO 12 YEARS OLD, will be received by the Preceptress of the Hudson River Institute, Sept. 17. Terms for board and tuition, $150 a year. For particulars, address Mrs. D. D. OWEN, Claverack, N. Y.

TEACHERS

WANTED—A LADY TO INSTRUCT IN PAINTing in a Southern Institution; salary $250 and board. None but superior artists need apply. Address M. WILLSON, Box No. 179 Times office.

WATCHES AND JEWELERY.

GOLD WATCHES, DIAMONDS, WINE of Jewelry, and Sterling Silver-Ware, Real Albata Fashioned Ware, Forks, Spoons, Cake Baskets, Tea Sets, &c.
GOLD WATCHES FROM $20 to $300.
We import a 7 inch Cylinder Watch (price $150) which we think will keep better time than any other watch in this market. A written guarantee given with our articles to be as represented. SQUIER & LANDER, No. 97 Fulton-st.

STEAMBOATS.

FARE 25 CENTS.
FOR SHREWSBURY, LONG BRANCH, HIGHLANDS, CORAM HOUSE, FORT WASHINGTON, RIDDLETOWN, FAIR HAVEN AND RED BANK.—For 25 cents. The new and swift steamer ALICE PRICE, Jerry Bowden, Commander, will run as follows, from Robinson-st. Pier, N. R.:

LEAVE NEW-YORK.	LEAVE RED BANK AND BELOW POINTS.
Thursday, July 24, 3 P. M.	Friday, July 25, 6 A. M.
*Friday, July 25, 11 A. M.	*Friday, July 25, 11 A. M.
Friday, July 25, 5½ P. M.	Saturday, July 26, 6 A. M.
Saturday, July 26, 2½ P. M.	Saturday, July 26, 7 P. M.
Sunday, July 27, 7 A. M.	Sunday, July 27, Monday, July 28, 7 A. M.

Where the * occurs the Red Bank Landings are omitted, the Boats leaving New-York and Branch Port at the same time—meeting and exchanging passengers outside the bar.
The steamer LEADER connects with this boat for Pleasure Bay and Long Branch direct.
Elias Haight's line of stages for Squan connects with this boat; also stages to all parts of the country.

FARE 25 CENTS—JULY, 1856.
THE REGULAR AND OLD-ESTABLISHED LINE FOR SHREWSBURY, HIGHLANDS, Ocean House, Long Branch, Fort Washington, Fair Haven, Mount's Dock, Brown's Dock, (Middletown,) and Red Bank. The new and splendid steamer CORAM WAVE, Capt. E. B. Farnum, will run as follows, from foot of Robinson-st. Pier, N. R.:

LEAVE NEW-YORK.	LEAVE RED BANK.
Friday, July 25....10¾ A. M	Friday, July 25.....3 P. M.
Saturday, July 26.. 6 P. M.	Saturday, July 26..6½ P. M.
Sunday, July 27... 8½ A. M.	Sunday, July 27....3½ P. M.
Monday, July 28... 7¼ A. M.	Monday, July 28....3 P. M.
Monday, July 28.. 4¾ P. M.	

The Laura will connect with this boat for Ocean Port, &c. Time Tables can always be had of W. C. Lemon, No. 128 Broadway. Nelson Taylor's Squam line of Stages connect with this boat; also, stages to all parts of the country.

JULY, 1856.—THE REGULAR AND OLD ESTABLISHED LINE.—For Shrewsbury, Highlands, Ocean House, Long Branch and Ocean Port. The new and splendid steamer LONG BRANCH, Captain J. P. Corliss, will run as follows, from foot of Robinson-st. Pier, North River:

LEAVE NEW-YORK.	LEAVE OCEAN PORT.
Wednesday, July 23, 2½ P. M.	Wednesday, July 23, 6 A. M.
Thursday, July 24, 2½ P. M.	Thursday, July 24, 6½ A. M.
Friday, July 25, 3 P. M.	Friday, July 25, 6¾ A. M.
Saturday, July 26, the Laura will not connect. 1 P. M.	Saturday, July 26, 8¼ A. M. Monday, July 28, 6 A. M.
Monday, July 28, 2½ P. M.	

The Laura will connect with this boat for Red Bank and intermediate landings. Nelson Taylor's Squam Line of Stages connect with this boat; also, stages to all parts of the country.

THE CROTON, CAPTAIN W. H. WOOD, leaves Pier No. 20, East River, foot of Roosevelt-st., every afternoon at 4 o'clock.

Arriving at	Returning next morning, leaves
Bayles' Dock.....5:00 P. M.	Glen Wood.....6:30 A. M.
Great Neck.....5:15 P. M.	Glen Cove.....7:00 A. M.
Sands' Point.....5:40 P. M.	Sands' Point.....7:25 A. M.
Glen Cove.....6:00 P. M.	Great Neck.....7:45 A. M.
Glen Wood.....6:30 P. M.	Bayles' Dock.....8:00 A. M.
	Arrive at N. York 8:30 A. M.

N. B.—The CROTON, being now in fine order for speed and comfort, can be chartered for Pic-Nic and Excursion parties, with the use of a most beautiful grove at Glen Wood. Apply to the Captain on board.

SUNDAY TRIP TO GLEN COVE, SANDS' POINT, NEW-ROCHELLE, CITY ISLAND, WHITE STONE AND STRATTONPORT.—The double-engine steamer OHIO, Capt. E. R. Ferguson, will continue to leave for the season as follows: Amos-st., 7; Spring-st., 7.15; Peck-slip, 8; Broome-st., 8:15; 10th-st., 8:30; 20th-st., 9; 33d-st., 9:15, A. M. Returning, will leave Glen Cove at 2 P. M.; New-Rochelle, 3:45; City Island, 4:15, and Strattonport at 5 P. M. Fare each way, 25 cents; to Strattonport and return, 25 cents.
WM. GAGE LEE.
The 2d-av. cars run within one block of the landing at 33d-st.

OPPOSITION TO THE NEW-HAVEN RAILROAD.—The inhabitants of Mamaroneck and New-Rochelle have purchased the steamboat ISLAND CITY, and have started a ferry from the above places. The boat starts from the new dock, built by the Company, at Delancy's Neck, at 7, New-Rochelle at 7¾, and City Island at 8 o'clock, A. M.; returning, leaves Fulton Market at 4 P. M., touching as above. Delightful sail, and the enterprise must succeed, and we hope will convince this foreign Railroad Company, that the people of this State will not pay tribute to Connecticut.

FOR CONEY ISLAND AND FORT HAMILTON.—The steamboat AURORA, Capt. Anning Smith, will run daily, leaving West 10th-st. (Amos) at 9¼, 12¼, and 3¼ o'clock; Spring-st. at 9½, 12¾, and 3½ o'clock, and Pier No. 4, North River, at 10, 1, and 4 o'clock, touching at Fort Hamilton each way. Fare for the excursion, 25 cents.

INDEPENDENT LINE FOR BOSTON, NEWPORT, BRISTOL AND PROVIDENCE.—The new and splendid steamer GOVERNOR, Capt. A. Simons, will leave foot of Robinson st. every TUESDAY, THURSDAY and SUNDAY, at 4 o'clock. Passage, freight, horses and carriages taken at reduced rates. Apply to GEORGE T. STANLY, at the office on the wharf.

KEYPORT, CLIFFWOOD AND NEW-YORK.—Fare 25 cents. The steamer UNION, Capt. D. C. Healy, will run hereafter as follows: Leaving Murray-st. at 8 A. M.; returning, leave Keyport at 4 P. M., (Sundays excepted,) touching at Cliff wood each way, and connecting with stages at Keyport to Middletown Point and Mount Pleasant.

SUNDAY BOAT FOR NEWBURG.—The steamer BROADWAY will leave pier foot of Jay-st. every SUNDAY MORNING, at 7:30 o'clock; landing at Amos-st., Yonkers, Hastings, Dobbs' Ferry, Tarrytown, Sing Sing, Haverstraw, Peekskill, (by ferry,) West Point, Cold Spring and Cornwall. Returning, will leave Newburg at 1 o'clock.

SAG HARBOR AND NEW-YORK.—THE steamer ALBANY, Capt. D. G. Kenny, leaves pier No. 11 North River, WEDNESDAYS and SATURDAYS at 4 P. M. Returning MONDAYS and THURSDAYS at 4 P. M. Landing at Orient and Greenport each way.

AFTERNOON BOAT FOR YONKERS, HASTINGS, DOBBS' FERRY, TARRYTOWN, SING SING AND HAVERSTRAW.—Steamer BROADWAY will leave pier foot Jay-st., EVERY AFTERNOON, at 4 o'clock, touching at Amos-st.

SUNDAY BOAT FOR NEWARK.—THE steamboat UNION will leave foot of Murray-st., on SUNDAY, July 27, at 8 o'clock A. M. Returning, will leave Newark from Commercial Dock, foot of Market-st., at 7½ P. M. Fare 13 cents.

FOR ALBANY AND TROY.—OPPOSITION TO COMBINED MONOPOLY.—Fare 50 cents. Steamer TAMINEND will leave foot of Robinson-st. at 7 o'clock A. M., landing at Caldwell's, West Point, Newburgh, Poughkeepsie, Rhinebeck and Catskill.

MORNING BOAT AT 7 O'CLOCK.—STEAMer GEO. T. STANLEY, from foot of Robinson-st., landing at Yonkers, Hastings, Dobbs' Ferry, Irvington, Tarrytown, Nyack, Sing Sing, and Haverstraw.

CHEAP TRAVELING.—FARE ONLY FIFTY CENTS TO BRIDGEPORT.—From Peck-slip pier, No. 24, East River—every MONDAY, WEDNESDAY, and FRIDAY, at 12 o'clock, noon, in the new and elegant steamer BRIDGEPORT.

DAY BOAT FOR ALBANY.—STEAMER METAMORA, every Tuesday, Thursday and Saturday, from foot of Jay-st., a 7 o'clock A. M.

FOR SALE—A STEAMBOAT, WITH HER tackle, apparel and furniture—155 feet 6 inches long, 27 feet breadth of beam, 9¾ feet depth of hold, and about 340 tons burden—adapted either for freight and passengers or towing. The boat is in good order, well furnished and provided according to law; her boiler nearly new, with an engine having a 44-inch cylinder and 8 feet stroke, and the boat in all respects in readiness for use. Though slow, her speed being from 10 to 11 miles per hour, she is a strong and an extremely comfortable and economical boat. A bargain may be had in her if applied for immediately. For further particulars, apply to J. B. CUNNINGHAM, No. 82 Pearl-st.

WANTED—TWO FAST SIDE-WHEEL STEAMERS, suitable for bay and river navigation, and fitted for passengers and freight, to run on a new route of through travel in connection with railroads. Address S. M. HARRINGTON, President Delaware Railroad Co., Dover, Del.

EXCURSIONS.

TEMPERANCE EXCURSION.—E. L. SNOW Social Union, No. 1, will celebrate their 12th anniversary by a grand Pic-Nic Excursion, on TUESDAY, July 27, to David's Island, (Long Island Sound.) Superior steamer CATALINE, chartered for the occasion, will leave from Roosevelt-st., Pier No. 25, East River, at 8 o'clock, and foot of Broome-st., East River, at 8¼ A. M. Good singing, speeches, dancing, fishing, playing ball, &c., will be enjoyed on the island. The ship will have a band of music. Tickets 40 cents, children half price. Messrs. Kelly, No. 142 East 26th-st.; Snow, No. 58 William-st.; Brulte, No. 65 Delancey st.; Jamerson, No. 260 8th-st.; White, No. 223 Mulberry-st., Committee.

EXCURSIONS!—THE COMMODIOUS STEAMboat WASHINGTON, (capable of carrying 1,500 passengers,) Captain Thos. Jones, and barges JEFFERSON and BALTIMORE, have been put in thorough order, and can now be chartered for Summer excursions on reasonable terms. Also, a small tug, with barge, at a reduced price. Apply to A. VAN WINKLE, No. 205 West-st.

EXCURSIONS TO ELIZABETHPORT, N. J.—The steamboats RED JACKET, WYOMING or KILL VAN KULL leave Pier No. 1 North River, daily, (Sundays excepted,) at 9:30 A. M., 12 M., 4 and 6:30 P. M. Returning leave Elizabethport at 6:30 A. M., 9:45 A. M., 3:15 and 6:30 P. M. Tickets to go and return the same day, 30 cents; to Elizabeth City 10 cents additional.

EXCURSIONS.—THE NEW, FAST AND SPLENdid sea steamers, JAMES A. STEVENS and JOHN L. LOCKWOOD, with barges, can be chartered by Sunday schools, parties, &c. Apply to JOSEPH T. MARTIN, Agent, No. 60 South-st., corner Pine.

STATEN ISLAND FERRY.—BOATS LEAVE foot of Whitehall-st. every hour, from 6 A. M. to 7 P. M.; leave Staten Island every hour, from 6 A. M. to 1 P. M. Fare 6 cents. On the Sundays boats leave every half-hour.

DENTISTRY.

H. C. GROUT, DENTIST,
NO. 3 BOND-ST., NEW-YORK.
REFERENCES:

Colonel James Wood, Jr.,	Hon. Henry Chamberlain
J. P. Batchelder, M. D.,	Rev. George Cooke,
Prof. Wm. Hopkins,	Rev. George Montgomery.

NEW INVENTION OF ARTIFICIAL TEETH without metal plate or clasps, which can be inserted without extracting the roots; the most sensitive teeth filled without the least pain, with a new material the color of the natural teeth. Also, teeth inserted on gold, continuous gums and rubber base, if desired, in the most approved style, warranted to imitate nature and give perfect satisfaction. References from some of the first citizens of New-York who are now wearing teeth of his new invention.
DR. S. S. SIGESMOND,
No. 61 Bleecker-st., New-York.

TEETH EXTRACTED BY A NEW PROCESS.—In order to further test the new process of extracting teeth, by adding a slight current of electricity around the tooth at the time of extracting, thereby allaying the pain, Dr. ROBERTS, No. 58 Bond-st., will devote two hours each day, from 4 until 6 o'clock, during this month for which 50 cents only for each tooth will be charged. And each Friday during the month three hours, from 2 until 5, he will extract gratis for all who wish it.
W. B. ROBERTS, No. 58 Bond-st.

WANTED—A GOOD SECOND-HAND STEAM Engine, 20 or 40 horse power, with pump and fly; with or without boilers. Address, with full particulars, J. E., Box No. 169, Paterson, N. J.

FOR EUROPE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.....$120
Second Cabin Passage.....70
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage.....$110
Second Cabin Passage.....60
The ships from Boston call at Halifax.

PERSIA, Capt. Judkins.	CANADA, Capt. Lang.
ARABIA, Capt. J. Stone.	AMERICA, Capt. Williamson.
ASIA, Capt. E. G. Lott.	NIAGARA, Capt. Byrne.
AFRICA, Capt. Shannon.	EUROPA, Capt. J. Leitch.

These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
PERSIA, Judkins, leaves N. York Wednesday, July 9.
ARABIA, Stone, leaves Boston Wednesday, July 16.
AFRICA, Shannon, leaves N. York Wednesday, July 23.
CANADA, Lang, leaves Boston Wednesday, July 23.
ASIA, Lott, leaves New York Wednesday, Aug. 6.
EUROPA, Leitch, leaves Boston Wednesday, Aug. 13.
PERSIA, Judkins, leaves New-York, Wed'day, Aug. 13.
ARABIA, Stone, leaves Boston Wednesday, Aug. 20.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor and the value thereof therein expressed. For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

THE VANDERBILT EUROPEAN LINE of steamships between New-York, Southampton, Havre and Bremen, will sail as follows, carrying the United States Mails:

From New-York for Southampton, Havre and Bremen.	Bremen for Southampton.	Havre and Southampton for New-York.
NORTH LIGHT...Aug. 7	Aug. 7.	Sept. 3.
ARCTIC.....Sept. 4	Oct. —	Oct. —

These steamships have water-tight compartments, and carry able surgeons.
Prices of passage per Vanderbilt: 1st cabin, $100 and $120; 2d cabin, $60; and per North Star, Northern Light and Arctic—1st cabin, $80; 2d cabin, $40; 3d cabin, $30. Certificates issued for passages from Europe.
Specie deliv'ered in London and Paris.
D. TORRANCE, No. 6 Bowling-green, New-York.

FOR SOUTHAMPTON AND HAVRE.—THE United States Mail steamer FULTON, J. A. Worton, Commander, will leave for Havre, touching at Southampton, to land the mails and passengers, on SATURDAY, July 26, at 12 o'clock, from pier No. 37 North River foot of Beach-st. This ship has fine water-tight compartments inclosing the engines, so that in the event of collision or stranding, the water could not reach them, and the pumps being free to work, the safety of the vessel and passengers would be secured. Baggage not wanted during the voyage should be sent on board the day before sailing, marked "below."
For freight or passage, apply to
W. K. BRAYTON, Agent,
No. 7 Broadway.
N. B.—The steamer ARAGO will succeed the FULTON, and sail Aug. 21.

STEAM TO GLASGOW, LIVERPOOL, BELFAST, DUBLIN AND LONDONDERRY, without delay, for $30.—Return tickets to either of the above places good for six months, by any steamer of the line, $60.
FROM NEW-YORK.
EDINBURG, Cumming, Saturday, July 26, at 12, noon.
GLASGOW, Goodwin, Saturday, Aug. 7, at 12, noon.
Rates of Passage—Cabin, $75; third class, found with cooked provisions, $30. For freight or passage, apply to ROBERT CRAIG, No. 17 Broadway.

UNITED STATES PASSPORTS ISSUED through J. B. NONES, Notary Public, No. 1½ Warren-st., corner of Broadway. Naturalized citizens must produce certificates. Important to travellers. Passport laws and inspections of France issued with each Passport.
N. B.—Bounty lands, pensions and extra pay procured.

ROYAL MAIL STEAMSHIP AMERICA.—All Consignees are informed that the AMERICA will commence discharging on MONDAY MORNING, the 28th inst. All goods for which permits are not received, will be sent to the Bonded Warehouse, Jersey City, and be subject to storage.
E. CUNARD, No. 4 Bowling-green.

INSURANCE.

ARCTIC
FIRE INSURANCE COMPANY,
No. 29 Wall-st.
CASH CAPITAL—

LAW INTELLIGENCE.

SUPREME COURT—SPECIAL TERM.

Our reporter yesterday visited Mr. Elliot at the Eldridge-street Jail. He declined to make any statement concerning the charge preferred against him. Miss Sinclair, the lady with whom he has been living, appeared last night at the Jail with a basket of edibles for his breakfast this morning. She was refused admittance, however, and left the basket with the Warden. Mr. Elliot was arrested on the charge of forgery on Monday morning, departed for Newport, R. I., where Mr. Elliot has married a college. She denies that she is the wife of Elliot.

The case quoted from a recent English ad, which excites a good deal of attention in England, is the number of the London *Examiner* says:

"The Wesson narrative is about as pretty an affair as ever came before the Queen's Proctor. Some 16 years ago Wesson, a poor boy, was left by his father to the care of Mr. Elliot, a rich man, who had no children. Young Wesson was brought up as one of the family, and was treated in every respect as a son. He was sent to Eton, and afterwards to Oxford, where he took his degree. On leaving the University he entered the office of Messrs. Elliot, solicitors, of Lincoln's-inn-fields, and was articled to them. Mr. Elliot, who had a very large practice, and was a man of considerable wealth, was very fond of young Wesson, and treated him as a son. Wesson, on his part, was very much attached to Mr. Elliot, and was a favorite with the whole family. Mr. Elliot had a daughter, a very beautiful girl, who was the idol of her father's heart. Wesson and she were much attached to each other, and it was generally supposed that they would marry. Mr. Elliot, however, had other views for his daughter, and he was very much surprised when Wesson told him that he had married her secretly. Mr. Elliot was very angry at this, and refused to see Wesson or his wife. Wesson, however, was not to be put off in this way, and he and his wife called at Mr. Elliot's house, but were refused admittance. Wesson then wrote to Mr. Elliot, but received no answer. Mr. Elliot